



2016 CEF Transport Call Motorways of the Sea

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Motorways of the Sea (MoS) – general objective

- *Are considered the maritime pillar of the Trans-European Transport Network [...] contributing towards the achievement of a European Maritime Transport Space without barriers for Short Sea Shipping, connecting the Core Network Corridors by integrating the maritime leg and also facilitating maritime freight transport with neighbouring countries [...] They shall also promote sustainable shipping concepts.*
- *In line with 3 pillars of MoS Detailed Implementation Plan*

MoS specific objectives

- Deploying an alternative clean fuels infrastructure and developing environmentally sustainable shipping (DIP Pillar I)
- Improving maritime transport integration in the door-to-door logistics chain (DIP Pillar II)
- Upgrading or establishing new maritime links, including combined investments in ports (DIP Pillar II)
- Promoting wider benefits such as Maritime Safety, Traffic Management, Human Element/Training (DIP Pillar III)

MoS Call Budget

- €40 million within general envelope
- €20 million for Cohesion Countries

MoS co-financing rates

- **30%** for infrastructure works and facilities (implementation projects)
- **50%** for pilot actions
- **Up to 85%** for all type of projects in Cohesion Countries

MoS Pillar I – Deployment of alternative clean fuels and green shipping 1/2

- Technologies reducing **CO₂** (climate change)
- Facilities for **LNG, methanol** and other clean fuels in ports and aboard vessels incl. bunkering barges
- Technologies reducing **NO_x** emissions
- **On-shore power supply** systems for ships
- **Batteries** (fuel cell)
- **Energy efficiency measures** on ships (hull, propellers, re-blading etc)
- **Scrubbers** only for installations outside EU SECA areas and going beyond the current legislation

MoS Pillar I – Deployment of alternative clean fuels and green shipping 2/2

- Facilities for **oil and other ship waste** in ports
- Facilities for **sludge from scrubbers**
- **Waste water** treatment systems on ships
- **Ballast water** treatment systems

MoS Pillar II - Port infrastructure development & upgrade of maritime links

- Develop the port infrastructure, handling facilities, freight terminals, logistic platforms and freight villages together with improved port access
- Develop reliable short sea shipping transport services integrated within door-to-door logistics chains and connecting core network corridors
- Improve logistics and administrative ICT management systems
- Increase safety and security during port handling operations
- Increase the environmental performance of ships on dedicated MoS links

MoS Pillar III – Safety/Human Element/Traffic Management

- Safety operations (icebreaking, surveying, AIS, vessel control)
- Vocational training
- VTMS
- Single windows for maritime administrations (in line with COM specifications)

MoS in 2016/2017: key actions

- **Wider benefit actions**

Addressing industry needs widely (e.g. coherent investments in a group of ports for LNG filling stations or coherent set of investments in port reception facilities in a region)

- **Implementation works**

Upgrade of maritime links (minimum ship and port investments combined)

- **Pilot actions:**

Projects testing or deploying new technological solutions in operational conditions - Particular conditions apply

- **Studies**

Not supported in 2016/2017

Specific Conditions for MoS 1/2

- Submission by at least two applicants from two different Member States (and support of those)
- Upgrade of maritime link: Involvement of at least 1 core port, 1 comprehensive port and 1 maritime operator on the link concerned
 - Only dedicated lines serving the applying ports
 - Vessel upgrades are limited to the additional efforts for environmental purposes or other ancillary investments
 - Ships to serve the MoS line for 5 years after end of Action
 - Involvement of ports demonstrated by appropriate investment activities, i.e 50% of project budget

Specific Conditions for MoS 2/2

- Superstructure: **not supported**
- No support for fleet of vessels (including aggregated applications from the same shipowner)
- Project extension to a neighbouring non-EU country requires additional governmental endorsement from that country and the Member State(s) concerned (participation of that third country possible in pilot actions only)
- Pilot actions: testing new technology in operational conditions. Innovative and unique.
- For large multi-beneficiary projects, recommended submission by European Economic Interest Groupings

Examples of MoS "ideal" proposals

- Upgrade of MoS link including installation of LNG propulsion on ro-ro ship, construction of new railway access to core port X and extending a ro-ro terminal in comprehensive port Y. (Two EU countries)
- Upgrade of VTMS systems in the Mediterranean Sea countries
- Construction of LNG bunkering facilities in the cluster of ports in the North Sea
- Pilot action on testing innovative systems for ballast water exchange

Examples of proposals with limited relevance

- Feasibility or market studies which analyse setting a new MoS link
- Installation of scrubbers aboard vessels in SECA area
- Upgrade of a maritime link between two comprehensive ports
- LNG bunkering installations in selected core ports of only one Member State
- Installation of scrubbers on 20 vessels of the same shipowner
- Unfocused proposals (many beneficiaries with unclear roles and activities not clearly linked to objectives)



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Look for INEA!

Thank you!